 National Transportation Safety Board PRELIMINARY REPORT AVIATION		NTSB ID: DCA05RA089		Most Critical Injury: Fatal	
		Occurrence Date: 08/10/2005		Investigated By:	
		Occurrence Type: Accident		ICAO Report Submitted:	
Location/Time					
Nearest City/Place Tallinn		State	Zip Code	Local Time	Time Zone
Aircraft Information					
Registration Number OH-HCI		Aircraft Manufacturer Sikorsky		Model/Series Number S-76	
Type of Aircraft: Helicopter			Homebuilt Aircraft?		
Injury Summary:		Fatal 14	Serious	Minor	None
Sightseeing Flight: No			Air Medical Transport Flight: No		
Narrative					
<p>Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:</p> <p>On August 10, 2005, at about 12:45 local time, a Copterline Sikorsky S-76 helicopter, registered in Finland as OH-HCI, crashed into the Baltic Sea shortly after takeoff from Tallinn, Estonia. The 2 crewmembers and 12 passengers onboard were fatally injured. The passengers were citizens from Finland, Estonia and the US.</p> <p>The helicopter was destroyed by water impact. The wreckage was located in at a depth of 45 meters and at coordinates: North 59 degrees 32 minutes 546 seconds and East 24 degrees 43 minutes 852 seconds. Weather in the area of the accident was covered by the north-east part of a low pressure front. The winds were 110 degrees at 14 knots at the surface and at 1000 - 2000 feet the winds were at 130 degrees at 25 - 30 knots. The lowest cloud base was at 800 - 1400 feet. Temperature was 14 degrees Celsius and the dew point was 13 degrees Celsius.</p> <p>The accident helicopter departed from Tallinn City Hall heliport at about 12:39 local time for a scheduled flight to Helsinki, Finland. The flight normally lasts 18 minutes and is about 80 kilometers in distance. The accident flight crew had already performed 5 landings at Tallinn City Hall heliport that day. The operator, at the time of the accident, operated 28 daily scheduled flights between Helsinki and Tallinn on weekdays. Shortly after takeoff, the flight had reached an altitude of 1500 feet and the flight crew began a climb to 2000 feet. The FDR data shows a change in collective position shortly before the helicopter pitches up abruptly and then rolls to the left. Witnesses saw the helicopter crash and an air traffic controller observed the helicopter disappear from radar coverage. As a result, a search and rescue operation was launched immediately.</p> <p>The accident investigation is being conducted by the Government of Estonia as the state of occurrence. They have formed an Aircraft Accident Investigation Commission that is comprised of 8 individuals. There are accredited representatives from Finland, the United States (US) and France. The Safety Board sent an accredited representative and an airworthiness specialist to assist the Commission. Sikorsky and the Federal Aviation Administration also sent technical advisors. They were on-scene for over two weeks. Wreckage examination revealed that the floats had not been deployed and that the main rotor and tail rotor blades were intact until water impact. The engines were sent to the manufacturer in France for further examination. The recorders were downloaded at the recorder manufacturer in the United Kingdom. US manufactured parts that were part of the transmission and flight controls were sent to the US for examinations, testing and teardowns. As a result, Honeywell and HR Textron have been added as technical advisors to the US.</p> <p>The investigation is under the jurisdiction of the Government of Estonia. A preliminary report was released in September 2005 and further information may be obtained from:</p> <p>Ministry of Economic Affairs and Communications Taivo Kivistik Chairman of the Aircraft Accident Investigation Commission</p>					
PRELIMINARY INFORMATION - SUBJECT TO CHANGE					

National Transportation Safety Board

PRELIMINARY REPORT**AVIATION**


NTSB ID: DCA05RA089


Occurrence Date: 08/10/2005

Occurrence Type: Accident

Narrative (Continued)

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 National Transportation Safety Board PRELIMINARY REPORT AVIATION		NTSB ID: DCA05RA089			
		Occurrence Date: 08/10/2005			
		Occurrence Type: Accident			
Other Aircraft Involved					
Registration Number		Aircraft Manufacturer		Model/Series Number	
Accident Information					
Aircraft Damage: Destroyed			Accident Occurred During: Unknown		
Property Damage:					
Crew	Name	Certificate No.	Injury		
Pilot					
2					
3					
4					
5					
6					
Operator Information					
Name		Operator Designator Code		Doing Business As	
Street Address		City		State	Zip Code
-Type of Certificate(s) Held: None					
Air Carrier Operating Certificate(s):					
Operating Certificate:			Operator Certificate:		
Regulation Flight Conducted Under: Non-U.S., Commercial					
Type of Flight Operations Conducted: Scheduled; International; Passenger Only					
Flight Plan/Itinerary					
Type of Flight Plan Filed:					
Last Departure Point		State	Airport Identifier		
Tallinn					
Destination		State	Airport Identifier		
Tallinn					
Weather Information					
Investigator's Source:		Facility ID:		Observation Time (Local):	
Sky/Lowest Cloud Condition:			Ft. AGL		
Lowest Ceiling:		Ft. AGL	Visibility:	SM	Altimeter: "Hg
PRELIMINARY INFORMATION - SUBJECT TO CHANGE					

 National Transportation Safety Board PRELIMINARY REPORT AVIATION		NTSB ID: DCA05RA089	
		Occurrence Date: 08/10/2005	
		Occurrence Type: Accident	
Weather Information (Continued from page 2)			
Temperature: °C	Dew Point: °C	Wind Direction:	
Wind Speed: Kts.	Gusts: Kts.	Weather Conditions at Accident Site:	
Administration Data			
Notification From AP		Date	Local Time
FAA District Office/Coordinator		Investigator-In-Charge (IIC) Lorenda Ward	
PRELIMINARY INFORMATION - SUBJECT TO CHANGE			